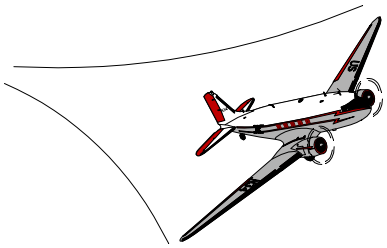
SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
Federal Aviation Administration

AIRCRAFT CERTIFICATION SERVICE
800 INDEPENDENCE AVENUE, S.W.
WASHINGTON, DC 20591

No. ACE-96-01
February 1, 1996

Published by: FAA, AFS-613, P.O. Box 26460, Oklahoma City, OK 73125

This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

INTRODUCTION:

The purpose of this Special Airworthiness Information Bulletin is to provide owners/operators with alternative methods of compliance (AMOC) to Airworthiness Directive (AD) 95-26-13, Amendment 39-9472 (60 FR 67321, December 29, 1995). The Federal Aviation Administration (FAA) may revise or supersede AD 95-26-13 in the future to reflect the following or additional information. These AMOC's are only available options to complying with AD 95-26-13, and should not be construed as mandatory.

BACKGROUND:

On December 19, 1995, the FAA issued AD 95-26-13 to require repetitive inspection and replacement of oil cooler hoses on The New Piper Aircraft, Inc. (Piper) PA28 and PA32 series airplanes. Upon issuing this AD, the FAA believed that Piper PA28 and PA32 series airplanes with aged oil cooler hose assemblies mounted both in front and in the rear of the engine were in danger of rupture, which would cause rapid loss of engine oil.

Since the issuance of the AD 95-26-13, the FAA has received comments from aircraft owners, mechanics, The New Piper Aircraft, Inc., and other individuals familiar with the service history of these aircraft. Based on this additional information, the information that follows presents AMOC's to the requirements of AD 95-26-13.

RECOMMENDATIONS:

AMOC No. 1: Paragraphs 1a through 1c below detail an FAA approved AMOC to Airworthiness Directive (AD) 95-26-13 for those Piper PA28 and PA32 series airplanes with oil coolers mounted at or aft of the **rear** of the engine only. If it is elected to use this AMOC, paragraphs 1a through 1c must be followed completely as they apply to the specific aircraft. Use of this AMOC in lieu of the requirements of AD 95-26-13 is optional.

1a. For those PA28 and PA32 series aircraft with oil coolers mounted at or aft of the rear of the engine, within 100 hours time in service (TIS) after the effective date of AD 95-26-13, inspect the oil cooler hose assemblies. The firesleeve of the hose should not be soaked with oil or have brownish or whitish color, and there should be no evidence of deterioration as a result of heat, brittleness, or oil seepage. If none of the conditions as described above exists, no further action as a result of AD 95-26-13 is required. If one or more of the conditions as described above does exist, the hoses must be replaced prior to further flight. Replacement of oil cooler hoses with TSO-C53a Type C or Type D hoses will be considered terminating action for AD 95-26-13 for PA28 and PA32 series aircraft with aft or rear mounted oil cooler assemblies.

1b. Replacement hoses may or may not be Piper part numbers. Hose assemblies may be fabricated by a mechanic utilizing TSO-C53a Type C or D material.

1c. TSO-C53a Type C hoses are fire-resistant "normal"' temperature hose assemblies, which are intended to be used in locations within the fire zones where the fluid and ambient air temperatures do not exceed 250 degrees F. TSO-C53a Type D hoses are fire-resistant "high" temperature hose assemblies, which are intended to be used in locations within the fire zones where the fluid and ambient air temperatures do not exceed 450 degrees F.

AMOC No. 2: Paragraphs 2a through 2f below detail an FAA-approved AMOC to AD 95-26-13 for those Piper PA28 and PA32 series airplanes with oil coolers mounted in a location **other than** at or aft of the rear of the engine. If it is elected to use this AMOC, paragraphs 2a through 2f must be followed completely as they apply to the specific aircraft. Use of this AMOC in lieu of the requirements of AD 95-26-13 is optional.

2a. For those Piper PA28 and PA32 series airplanes with oil coolers mounted in a location other than at or aft of the rear of the engine that have accumulated 8 years or 1000 hours time in service (TIS) on the oil cooler hose assembly, inspect prior to further flight. The firesleeve of the hose should not be soaked with oil or have a brownish or whitish color, and there should be no evidence of deterioration as a result of heat, brittleness, or oil seepage. If none of the conditions as described above exists, the hoses must be replaced within 100 hours TIS after the inspection. If one or more of the conditions as described above does exist, the hoses must be replaced prior to further flight after the inspection.

2b. For those PA28 and PA32 series airplanes with oil coolers mounted in a location other than at or aft of the rear of the engine that have not accumulated 8 years or 1,000 hours TIS on the oil cooler hose assembly, inspect within 100 hours TIS after the effective date of AD 95-26-13. The firesleeve of the hose should not be soaked with oil or have a brownish or whitish color, and there should be no evidence of deterioration as a result of heat, brittleness, or oil seepage. If one or more of the conditions as described above does exist, the hoses must be replaced prior to further flight after the inspection.

2c. For those PA28 and PA32 series airplanes with oil coolers mounted in a location other than at or aft of the rear of the engine, within the next 100 hours TIS, accomplish the requirements specified in section (a)(2) of AD 95-26-13.

2d. Hoses for oil coolers mounted in a location other than at or aft of the rear of the engine that are TSO-C53a Type C hoses must be inspected at every 100 hours TIS. The firesleeve of the hose should not be soaked with oil or have a brownish or whitish color, and there should be no evidence of deterioration as a result of heat, brittleness, or oil seepage. If one or more of the conditions as described above does exist, the hoses must be replaced prior to further flight. Oil cooler hoses which are TSO-C53a Type D hoses do not require the 100 hour TIS repetitive inspection. Both Type C and Type D hoses must be replaced at 8 years or 1000 hours TIS, whichever comes first, for oil coolers mounted in a location other than at or aft of the rear of the engine.

2e. Replacement hoses may or may not be Piper part numbers. Hose assemblies may be fabricated by a mechanic utilizing TSO-C53a Type C or D material.

2f. TSO-C53a Type C hoses are fire-resistant "normal"' temperature hose assemblies, which are intended to be used in locations within the fire zones where the fluid and ambient air temperatures do not exceed 250 degrees F. TSO-C53a Type D hoses are fire-resistant "high" temperature hose assemblies, which are intended to be used in locations within the fire zones where the fluid and ambient air temperatures do not exceed 450 degrees F.

The information contained in this bulletin is approved by the FAA, Atlanta Aircraft Certification Office, and may be referenced by an owner/operator as an approved AMOC for AD 95-26-13.

FOR FURTHER INFORMATION CONTACT:
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